

The Hongkong Telegraph.

B. F. TAYLOR,
Secretary.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1947. 日十二月八八年七十二精光

ESTABLISHED 1881. WEDNESDAY, OCTOBER 2, 1901.

三拜禮 聖二月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.	
ESTABLISHED 1880.	
CAPITAL SUBSCRIBED	Yen 24,000,000
CAPITAL PAID-UP	18,000,000
CAPITAL UNCALLED	" 6,000,000
RESERVE FUND	" 8,510,000
Head Office:—YOKOHAMA.	
Branches and Agencies:	
TOKIO. KOBE.	
NAGASAKI. LONDON.	
LYONS. NEW YORK.	
SAN FRANCISCO. HONOLULU.	
BOMBAY. SHANGHAI.	
TIENTSIN. NEWCHWANG.	
London Bankers: THE LONDON JOINT STOCK BANK, LTD.	
PARKS' BANK, LTD.	
THE UNION BANK OF LONDON, LTD.	
HONGKONG BRANCH:—INTEREST ALLOWED.	
On Current Account at the rate of 2 per cent.	
per Annum on the Daily Balance.	
On fixed deposits for 12 months at 5 per cent.	
" " "	6 " 4 "
TARO HODSUMI,	
Manager.	
Hongkong, 2nd October, 1901.	[11]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.	
SUBSCRIBED CAPITAL	Shanghai Taels 5,000,000
PAID-UP CAPITAL	2,500,000
Head Office:—SHANGHAI.	

HONGKONG AND SHANGHAI BANKING CORPORATION.	
PAID-UP CAPITAL	\$10,000,000
RESERVE FUND.—	
Sterling Reserve..... \$10,000,000	\$13,750,000
Silver Reserve \$ 3,750,000	
RESERVE LIABILITY OF PROPRIETORS. \$10,000,000	
COURT OF DIRECTORS:	
R. SHEWAN, Esq., Chairman.	
Hon. J. J. BELL-IRVING, Deputy Chairman.	
A. Haupt, Esq.	
D. M. Moses, Esq. N. A. Siebs, Esq.	
A. J. Raymond, Esq. H. W. Slade, Esq.	
R. L. Richardson, Esq. H. E. Tomkins, Esq.	
H. Schubart, Esq.	
CHIEF MANAGER:	
Hongkong. Sir THOMAS JACKSON, Manager.	
Shanghai—H. M. BEVIS, Esq.	
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.	
HONGKONG—INTEREST ALLOWED:	
On Current Account at the rate of 2 per Cent per Annum on the daily balance.	

INTEREST ALLOWED ON DEPOSITS.	
3% per Annum Fixed Deposits for 3 months	
4% " " 6 " "	
5% " " 12 " "	
E. W. RUTTER, Manager.	
Hongkong, 1st January, 1901.	[14]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.	
INCORPORATED BY ROYAL CHARTER, 1853.	
HEAD OFFICE:—LONDON.	
CAPITAL PAID-UP..... \$800,000	
RESERVE LIABILITY OF SHARE-HOLDERS..... \$800,000	
RESERVE FUND..... \$575,000	

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 PER CENT: per annum on the Daily Balances.	
On Fixed Deposits for 12 months... 4 per cent.	
" " 6 " 31 "	
T. H. WHITEHEAD, Manager.	
Hongkong, 9th July, 1901.	[35]

HONGKONG SAVINGS BANK.	
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.	
INTEREST on deposits is allowed at 3% per annum.	
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.	
For the HONGKONG AND SHANGHAI BANKING CORPORATION,	
T. H. WHITEHEAD, Manager.	
Hongkong, 4th October, 1901.	[36]

Intimations.

Fr. BLUNCK,

SILK LACE MANUFACTURER
AND
GIMBIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
and
RETAILER.

16th July, 1901.

TAILORING DEPARTMENT.	
FOR SIX WEEKS ONLY.	
Special Offer of Autumn Suitings at the following Exceptional Prices.	
FLANNEL LOUNGE SUITS - - - - - \$20	
TWEED AND CASHMERE SUITS - - - - - \$29	
BLUE SERGE SAC SUITS - - - - - \$30	
WORSTED AND ANGOLA SUITS - - - - - \$33	
BLACK TWILL DRESS SUITS - - - - - \$45	

LANE, CRAWFORD & CO.	
Hongkong, 26th September, 1901.	[732c]

OLD-MATURED JOHN WALKER WHISKEY, FROM THE FAMOUS KILMARNOCK DISTILLERY. THE FAVOURITE WHISKY IN THE OLD-COUNTRY. ASK FOR IT!	
Hongkong, 22nd July, 1901.	[776c]

Intimations.

BEEF TEA versus BOVRIL.

BEEF TEA.

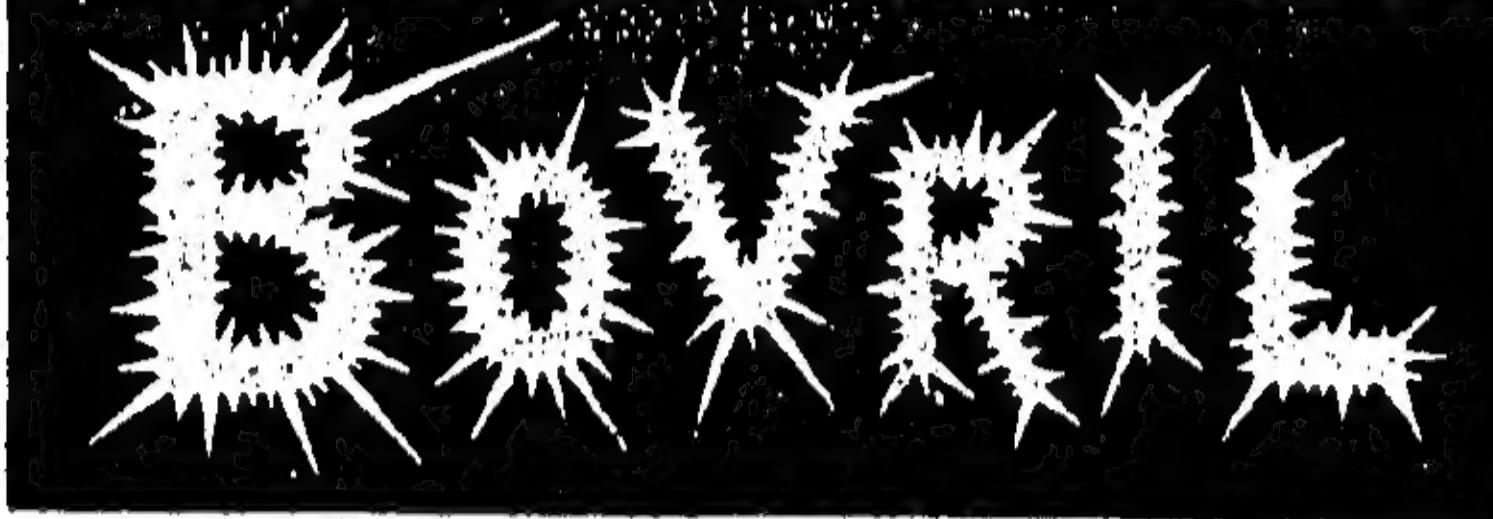
"Were it possible to furnish the market, at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to all Meat Extracts and Beef Teas do but also the nourishing properties of flesh, as all Meat Extracts and Beef Teas do not contain the nutritive constituents of meat. I have before stated that, in preparing the Extract of Meat, the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage.

BARON LIEBIG.

Discoverer of Liebig's Extract, in *The Lancet*, Nov. 1, 1865.

BOVRIL

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh—as all Meat Extracts and Beef Teas do—but also the nourishing properties of flesh, which Meat Extracts and Beef Teas do not. This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibre, procured from the flesh of other oven-roasted and finely ground to powder; the combination is Bovril.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

[17]

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT..... THOMAS SKINNER.

SUPERINTENDENT..... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers

[17]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotau, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, arsenals and railway Bureau; Principal railway companies and industrial works; Home and foreign mail and freight steamers.

SOLE PROPRIETORS of the famous Milke, Tagawa, Yamano and Ida coal mines.

SOLE AGENTS for Fukuroku, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tobiyanma, Tsubakuro, Yoshinotan, Yoshiro, Yukikibara and other coal mines.

N. INUZUKA, Manager.

Hongkong, 1st August, 1901.

[163c]

[163c]

[163c]

[163c]

[163c]

Intimations.

**PYROLA,
PYROLA,
PYROLA.**

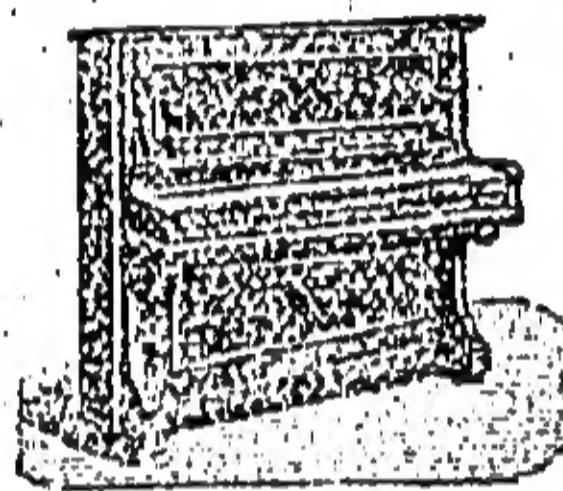
A
**PERFUME
OF
EXQUISITE
FRAGRANCE.**

**WATKINS,
LIMITED.**

Chemists and Perfumers.
No. 66, Queen's Road, Central.

Hongkong, 1st October, 1901. [715c]

**ROBINSON
PIANO CO., LIMITED.**



BEST VALUE IN

PIANOS.

MONTHLY PAYMENT

SYSTEM.

Hongkong, 10th August, 1901. [571c]

To-day's
Advertisements.

NOTICE.

I, THOMAS PHILIPS (known as STOKER PHILIPS) accept SAM BENTLEY'S CHALLENGE to box any man at 140 lbs. Conditions and amount of Side Wager to be arranged.

HONGKONG TELEGRAPH OFFICE.

Hongkong, 2nd October, 1901. [1081c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG," Captain Weigall, will be despatched as above on SATURDAY, the 5th instant, at 4.30 P.M. This Steamer has Superior Accommodation for First class Passengers, fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd October, 1901. [1079c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA," FROM LONDON, ANTWERP, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY, the 2nd instant. Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 3rd October, 1901. [2426c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENSIN,"

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

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Hongkong, 3rd October, 1901. [2426c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 16th instant. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd October, 1901. [2426c]

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Hongkong, 3rd October, 1901. [2426c]

POLICE CONSTABLE'S FOLLY.
IN QUEEN'S ROAD, CENTRAL.

An eccentric constable is a strange individual; an intoxicated one is far worse. Last evening a mob of unknown coolies had a lively time, and spent a pleasant hour at the expense of a foolish young member of the force who had been imbibing not wisely but too well. "Robert" was on duty in the City—presumably in Queen's Road, Central—though his wanderings covered a large area, including hills, side streets, main thoroughfares and coffee houses. It was a busy hour of the day with pedestrians, the streets were crowded and rickshas and chair coolies were much in evidence. To the bibulous guardian of the law the crowd, which quickly gathered round, must have assumed enormous dimensions, and it was only natural to his official instinct that law and order prevailed.

The mob collected thickest in D'Aguilar Street, P.C.—drew his truncheon, and with a peculiar twist of the wrist, got a firm grip of the handle, and strode boldly out to the grinning crowd. It was only reasonable that everyone should beat a hasty retreat and decamp to some safe corner. One young Chinaman strolled unconsciously down the hill, and walking into the arms of "law and order" received such a slap on the face that the sound could be heard at least twenty yards away. Of course, he wore a look of surprise, and standing with open mouth and hands to his face stared up into the half closed eyes of the constable. A well directed kick sent the young fellow running for shelter, while the face of Constable—beamed with delight and satisfaction at the knowledge that he was carrying out his duties with such tact and skill. Further up the hill a native fruit seller was half asleep at his stall, but the noise of the crowd brought him to the alert and he opened his eyes to see a constable's truncheon banging away at the fruit on the stall.

Other coolies having been duly reprimanded and chastised, the young official propped himself up in a doorway with his thumb resting on an electric bell push. Three minutes later a youngster opened the door, "Robert" stared with bleary eyes at the boy, and lurched to a position in the middle of the road. A European from a balcony, advised him to be careful and more considerate in his dealings with the natives, but his words were treated with contempt and the argument was closed by the man in uniform threatening, in language well spiced with epithets, to have him reported and sent to gaol. Several native police passed along the street, and with a look of surprise tramped down the hill followed, a few moments later, by the pugnacious constable still muttering threats to the man on the balcony.

All went well till opposite the Hongkong Hotel, where a couple of ricksha coolies ran across the road in the hope of getting a fare. Unfortunately for No. 339, P.C.—caught hold of one of the wheels and was nearly pulled over. He showed his displeasure at the coolies' behaviour by sundry cuffings and various attempts at giving him unpleasant introductions to his boot. Needless to relate, the coolie dashed off but as a native constable hastened up his European colleague reported the "breach of law" on the part of the retreating coolie, his number was obtained and duly entered in the regulation note book. Shortly afterwards the "preserver of law and order" mysteriously disappeared and a friendly colleague from head-quarters went in search of his brother in arms.

Fortunately it is a very rare occurrence to find natives enjoying themselves at the expense of the police, and still less frequent is it that either a European or native constable makes such a fool of himself, especially when on duty in the public streets. By this time "Robert" has doubtless learned the folly of his ways, and has been well impressed with the fact that, in all things, there is a happy medium—even in beer.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-morrow, the 3rd inst., at 3 p.m.

BUSINESS.

1. Report of the Finance Committee, (No. 10).
2. Question by the Hon. T. H. Whitehead—Will the Honourable Attorney General lay upon the table a copy of the Depositions taken by the Magistrate sitting as Coroner in the second enquiry into the deaths of 43 persons which occurred in the collapsed houses, Nos. 32 and 34 Cochran Street, on the night of the 24th August, ultimo, a copy of the Crown Solicitor's opening remarks and closing speech, and a copy of the Magistrate's decisions or finding in respect of the first as well as the second enquiries held in connection with that disaster?

ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance to amend An Ordinance for better securing the Peace and Quiet of the Inhabitants of the Town of Victoria and its vicinity during the night time (No. 17 of 1894).

2. Second reading of the Bill entitled An Ordinance to amend An Ordinance, entitled The Weights and Measures Ordinance, 1885, (No. 8 of 1885).

3. Second reading of the Bill entitled An Ordinance to amend The New Territories Land Court Ordinance, 1900, (No. 18 of 1900).

4. Second reading of the Bill entitled An Ordinance to amend the Public Health Ordinance, 1901, (No. 13 of 1901).

5. Second reading of the Bill entitled An Ordinance relating to Copyright in Works of the Fine Arts, and for repressing the Commission of Fraud in the Production and Sale of such Works.

6. Second reading of the Bill entitled An Ordinance to amend Ordinance 15 of 1887, and to remove any doubts as to the validity of any matters done under.

AT THE MAGISTRACY.

UNLAWFUL DREDGING.

Midshipman Hargraves of H.M.S. Albion charged Lau King Fo and Law Wing Kwong with dredging in the man-of-war anchorage. The defendants were fined \$3 each.

POSSESSING ARMS.

Yau Tze Luck walked away from Mr. Kemp this morning after having his arms forfeited.

ATTEMPTED MURDER.

Miguel Hilario Rokas was charged with attempting to murder Marie Monrel De Zarza and pleaded not guilty.

He was undefended, and Chief Detective Hanson conducted the prosecution on behalf of the police.

The first witness, Mrs. De Zarza, in reply to Mr. Hanson said:—I am a married woman; my husband is Mr. De Zarza, a merchant in the Caroline Islands. On the 9th of September I was living at College Gardens; I was living there on the morning of the 9th ulto. About 11 a.m. I saw the defendant. He came to the house; he did not live there. He came to the house on that morning to see me. I had previously told him not to come any more. He had been giving me music lessons for about 3 or 4 months. I first met the defendant at the house I was living in for about one month. I had discontinued taking lessons from the defendant. The music lessons were first given in the house of a friend named Tja, and afterwards at my own house. It was at the house of my friend I first met the defendant. I took a few lessons after my friends left for Manila. The defendant came to my house on the morning in question and said "Although you said I was not to come to see you I came this morning to return the book you lent me. When he came I was dressed in the clothes that were subsequently handed over to the police and now produced. I discontinued my music lessons because in the first place I had no piano of my own, and secondly because I was about to leave the Colony and wanted to go elsewhere and save some money. The defendant had not done anything to give offence to me except perhaps his conversation at times was a trifle loose. I began to suspect the defendant of stealing things from me, and I could not put the blame on the house servants. I lost a purse containing about 93 dollars, and a silver belt with two Chinese characters on it. I got the belt from my handmaid. One day I told the defendant I wanted to go to the jewellers to see about a bracelet. He said "I will go with you". Afterwards I found out that he had gone by himself. I did not go. He kept the bracelet two months; I pressed him to return my bracelet and at last got it back. The silver belt and the purse I have never got back. I also lost a letter containing a draft. The defendant knew of this draft, as I had told him of it. The draft was for \$100.

(Case proceeding.)

THE YOKOHAMA SPECIE BANK, LIMITED.

The following is the forty-third half-yearly report presented to the shareholders at the General Meeting held on 10th September last:

Gentlemen.—The Directors submit to you the annexed Statement of the Liabilities and Assets of the Bank, and Profit and Loss Account for the Half-year ending June 20th, 1901. The Gross Profits of the Bank for the past Half-year, including yen 404,338.610 brought forward from last Accounts, amount to yen 6,423,931.520, of which yen 4,526,830.195 have been deducted for Current Expenses, Interest, &c., leaving a balance of yen 1,897,081.325.

The Directors now propose that yen 200,000.00 be added to the Reserve Fund, raising it to yen 8,510,000.00. From the remainder the Directors recommend a Dividend at the rate of Thirteen per Cent, per Annum, which will absorb yen 780,000.00, on old shares and yen 390,000.00 on new shares, making a total of yen 1,170,000.00.

The Balance, yen 527,081.325, will be carried forward to the credit of next Account.

NAGATANE SAMA,
Chairman.

Head Office, Yokohama, 10th September, 1901.

(Yokohama, S. Kin Ginko.)

BALANCE SHEET. 30th June, 1901.

Liabilities. Y.

Capital paid up	10,000,000.00
Reserve Fund	8,510,000.00
Reserve for Doubtful Debts	382,000.00
Reserve for N.W. Building	324,000.00
Deposits (Current, Fixed, etc.)	45,036,818.815
Bills Payable Bills Rediscounted, Acceptances, and other Sums due by the Bank	76,721,359.845
Dividends Unclaimed	4,418,350.00
Amount brought forward from last Account	404,338.610
Net Profit for the past Half-year	1,169,748.753
.....	1,169,748.753
Assets. Y.	Y.
In Hand	6,148,000.00
At Banks	4,751,550.00
Investments in Public Sacra tie	84,986,474.410
Bills discounted, Loans, Advances, etc.	35,076,045.980
Bills receivable and other Sums due to the Bank	70,504,481.150
Bal. on a/c Foreign Money	83,318,000.00
Bank Premises, Properties, Furniture, &c.	639,318,000.00
.....	1,169,748.753

PROFIT AND LOSS ACCOUNT. Y.

To Current Expenses, Interest, &c.	4,536,810.195
To Reserve Fund	800,000.00
To Dividend	3,000,000.00
yen 5.00 per Share for 100,000 Old Shares	500,000.00
yen 5.00 per Share for 100,000 New Shares	500,000.00
To Balance carried forward to next Account	3,571,350.825
.....	3,571,350.825

By Balance brought forward 31st Dec., 1900	404,338.610
By Amount of Gross Profits for the Half-year ending 30th June, 1901	6,019,527.081
.....	6,423,931.520

We have examined the above Accounts in detail, with the Books and Vouchers of the Bank and the Returns from the Branches and Agencies, and find them to be correct. We have further inspected the Securities, &c., of the Bank and also those held on account of Loans, Advances, &c., and find them all to be in accordance with the Books and Accounts of the Bank.

SHINOBU TAJIMA, Auditor.

FUKASABURO WATANABE, Auditor.

COTTAM & CO. LTD. LATEST SHAPES in LINEN COLLARS.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

WAGES AND EXPENDITURE.

To the Editor of the "HONGKONG TELEGRAPH." Sir,—I feel obliged to write regarding the tone of an article headed "Is life worth living?" which appeared in your issue last evening, and which I am sure, has caused considerable comment among many of your readers.

As you state, the question of living in Hongkong is one which affects everybody, but surely it is presumption on the part of the writer to suggest that no one can live at reasonably on a salary of less than two hundred dollars a month. In the first place it is really absolutely necessary for a bachelor of even modest tastes to have a boy to wait upon him, and why should he require to throw away fifteen dollars on tobacco and drinks? Fifteen dollars on amusements and literature appear more than ample for a modest bachelor, and surely there is plenty of scope for a young fellow to find amusement other than by prowling around the bars of hotels and recreation clubs. Even twenty dollars a month would be an extra sum for any one to spend as out of pocket expenses, and by carefulness and a little harmless self sacrifice there should be no difficulty whatever in his putting by at least from sixty to seventy dollars each month out of the handsome salary of \$200.

Take for instance those in the Government employ. At the present time I know a civil servant who, eleven years ago, started at \$52 and is now only receiving \$60. Yet he is enabled to live respectfully and to dress well on that meagre salary. And, moreover, he has a little home and can support a wife and family.

It seems evident by the tone of the article that you are advocating reckless expenditure upon luxury and vice. Surely, in this plague stricken Colony where temperance in all things is absolutely essential to ward off the many diseases with which it abounds, and where also the curse of drinking and drunkenness and of idle and wanton extravagance is far too prevalent, it is not imperative to increase salaries but do reduce the cost of living.

People come here to make money; not to spend it unreasonably. And, I am convinced that by practising strict economy and living within the limits of common sense, that any young fellow may realise his early anticipations and save a considerable sum out of a salary even less than that of the suggested bachelor of modest tastes. I enclose my card, trusting you will find space in which to insert these views.

Yours faithfully,

AN EMPLOYER OF LABOUR.

Hongkong, October 21st, 1901.

THE PLAGUE.

Number of cases reported Chinese 1,562 up till noon of the 1st Other Asiatics 54 October, 1901 Europeans 31

Number of cases reported Chinese 0 during the past 24 hours Other Asiatics 0 Europeans 0

Total number of cases reported to date 1,647

Number of deaths reported Chinese 1,527 up till noon of the 1st Other Asiatics 36 October, 1901 Europeans 12

Number of deaths reported Chinese 0 during the past 24 hours Other Asiatics 0 Europeans 0

Total number of deaths recorded to date 1,575

Since noon on Saturday last the cases and deaths are:—

Cases Chinese 3

" Other Asiatics 0

European 0

Total 3

Deaths Chinese 3

" Other Asiatics 0

European 0

Total 3

The plague returns for last week were:—

Gases 3

Deaths 3

Total 3

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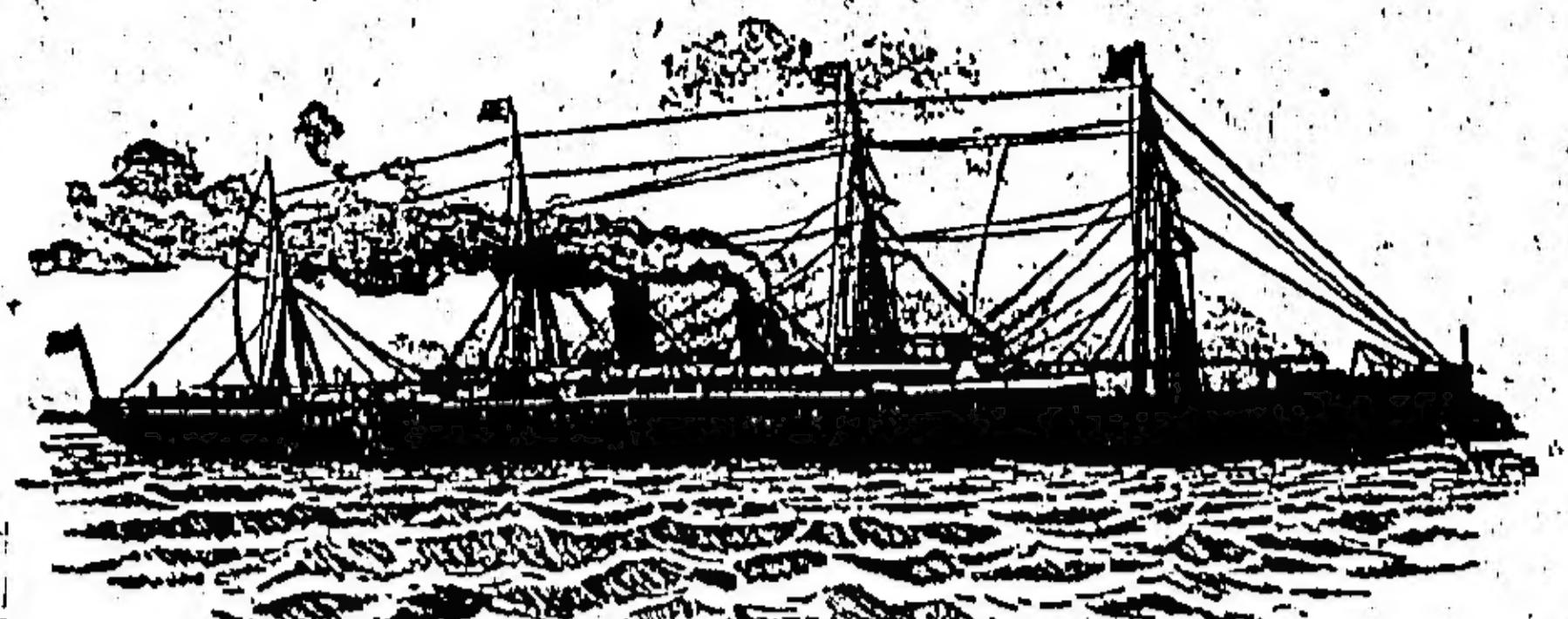
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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"ALGOA" (P. M. S. S. Co.)	SATURDAY, the 5th October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIS"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.

* Via MOJI, KORE and YOKOHAMA.

The P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 19th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OCEAN LAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Hawaian, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and Ocean-going Steamers.

Freight will be received for import until 4 p.m. the day previous to sailing; Parcel Packages will be received at the Office until 5 p.m. same day; all Parcels and Packages should be marked to address in full; value of same required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each, shipment) when the value is less than \$100. U.S. Gold.

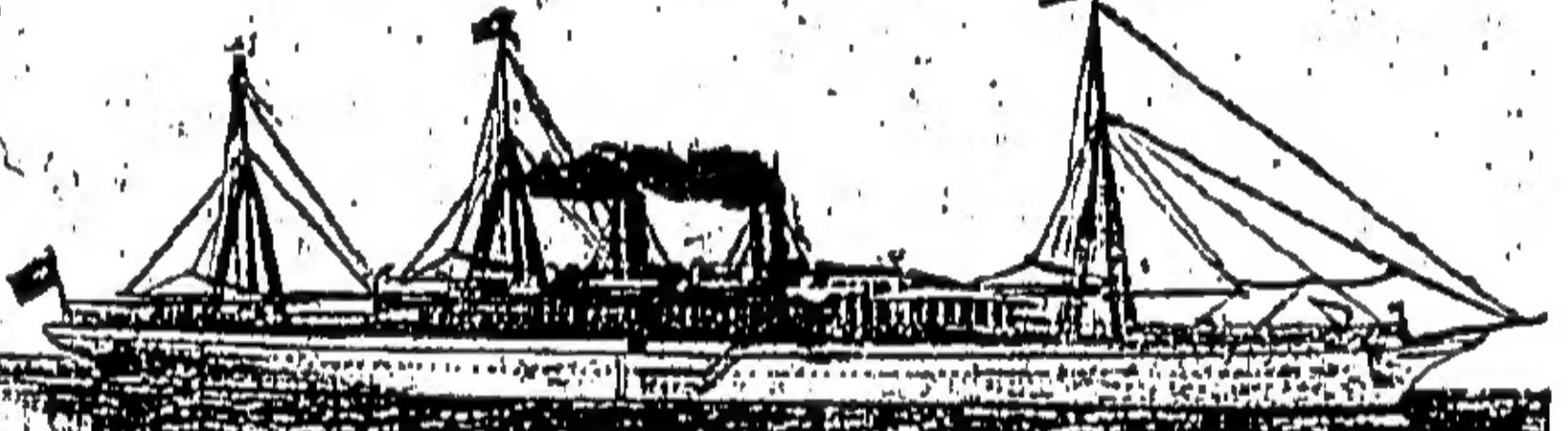
For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 2nd October, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1001

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd October.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 20th November.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 18th December.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World) the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 30th September, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

ESTABLIISHED FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.

SAILING DATES.

STEAMERS.

ARABIA (Calling at SINGAPORE and COLOMBO).

KOENIGSBERG (Calling at SINGAPORE and PENANG).

BAMBERG (Calling at SINGAPORE and COLOMBO).

Zurboisen (Calling at SINGAPORE and COLOMBO).

SEGOVIA (Calling at SINGAPORE and COLOMBO).

MARBURG (Calling at SINGAPORE and COLOMBO).

Zachariae (Calling at SINGAPORE and COLOMBO).

SUEVIA (Calling at SINGAPORE and COLOMBO).

Borch (Calling at SINGAPORE and COLOMBO).

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 26th September, 1901.

Insurances.

"The Time to get Cake is When it is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know where your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,
The
Equitable Life Assurance
Society,
Hongkong.

Hongkong, 20th September, 1901.

THE INDEPENDENCE OF CHINA.

FROM THE "NORTH CHINA DAILY NEWS."

IT cannot be said that China is, or has been, at any time since the Japanese war, a really independent state. Officially and unofficially she has had to brook interference with her internal affairs to an extent which no truly independent country would have put up with for a moment. That she has herself to blame for this may be taken almost for granted. Interested apologists for her could again, as they have done in the past, make out a very plausible case, but the fact remains that had China been less conceited and more capable of broad views, had she possessed men with the knowledge of the day rather than with the pedantry of the past, men who could have foreseen the impossibility of, notwithstanding the expansion of the west, she might, as Japan has done, have cast her lot boldly with progress and been to-day, instead of the carcass around which the eagles have been hovering for years, snatching now and again at any choice morsel within reach—instead of this she might have been a great power amongst great powers, with every chance, judging from the ability and quality of her people, of being within a very few years a leader amongst leaders. Had her rulers been blessed with the integrity of her merchants, even this without great political insight might have sufficed to keep China a sovereign international state. But it would almost seem as if the old curse had gone forth, and that being doomed to destruction her rulers were first demented.

All this has been gall and wormwood to the patriotic native, and though the foreigner can look on and watch the progress of disintegration quite philosophically (it is so easy to bear others' woes), there are many, especially amongst the English-speaking section of the world, who regret the tendency of events and would fain see it otherwise.

Just now there is one more opportunity offered to the rulers of this land to show the world whether or not they are fit for their position. The Chinese Empire may not be on its last legs, but it is certainly as an Empire undergoing its last trial. If this be a failure nothing can save its independence. It will be absorbed piecemeal as Africa has been, and it would be a great mistake on China's part to imagine that either her size or her numbers could prevent it. The Boer war is said to have put heart into the Chinese. The reasoning upon which such optimism is based is entirely fallacious. It would be almost, as ridiculous to say that because a certain number of bulldogs are a match for a lion, therefore five times, or ten times, or a hundred times the number of sheep would be equally successful. China could be made a nation of soldiers. That may be granted. But before it is done her system must be thoroughly recast, and that cannot be done until her officials from top to bottom know how to spell honesty. The idea that has taken possession of Europe, that China could not be held by Western nations, is ridiculous. Within five years an honest government in China, a government that would open up the land to commerce, that would, by increasing the demand for them, make products rise to prices far above their present value, that would advance the virtuous and capable, and ruthlessly put down official speculation, such a government as England has given to India, might not be loved, but it certainly would not be overthrown. Nobody on earth knows better than a Chinese which side his bread is buttered. As a coolie he forms a corps and goes under the fire of his countrymen on the side of the foreigner, for what?—for a livelihood, for eight or ten dollars a month honestly and promptly paid. In higher strata of life he may equally be relied on to serve his own interest. A form of patriotism has begun to spring up, but it would soon be seen that when progress with foreign control was the only alternative to stagnation or retrogression under native government, this patriotism would become material and throw in its lot with that which promised most.

Yet we do not wish to see a partition of China. We should much prefer to see China strong and reliable, really independent, and standing in her own strength as firm and as confident as the little island Empire which has set her so good an example. At the moment we grant that the realisation of this desire is out of the question. It would be quite impossible, for example, to abandon extra-territoriality. Until China has recast her system, has created a bench, and perhaps a bar, above suspicion, no European power could dream of placing its subjects under her sway. Chinese justice may in a rough and ready way be real justice in nine times out of ten, but tenth teeth is so saturated with horror as to make us forget the other nine.

At the moment, however, there are two matters affecting the independence of China which might be put at once on a satisfactory footing. Verbal to one of the most undoubted causes of the Boxer outbreak, the interference of missions with the law of the land. Here again we do not wish to convey the idea that we believe the native authorities blameless. We have no doubt that they have at times done scanty justice to native Christians because they were Christians. On the other hand, we are as strongly convinced that not only foreign influence even in these cases injudicious, but that it has been carried to such extremes as to become a danger to the state and a disgrace to the name of Jesus. Now is the time for masters of this sort to be settled once for all, let the Church, especially the Catholic, issue the necessary instructions, let them withdraw the ill-advised acceptance of official rank for their priests, let them leave their converts to defend themselves, if need be by union, but at any rate without

In conjunction with movements of the Russian fleet it would appear that a strong military demonstration is contemplated. The object may be to bluff Japan, or to put her to the expense of a counter demonstration with, as a consequence, excitement, disturbance of trade and commercial depression. Or it may be that Russia will attempt to carry further her policy of aggrandisement.

Though it cannot be said that the Russian squadrons in the Pacific are unfit for active service, it is a fact that several vessels which are being sent to sea from Vladivostock need badly to go into dry dock for extensive refitting.

GIRault for the best and GREATEST ASSORTMENT OF CONFECTED MONEY.

reference to foreign consuls or ministers; and let Christianity with its inestimable spiritual blessings be its own reward. Then we should have a chance of co-operation with native officialdom which at present is out of the question.

Last, and for the moment, most pressing, is the question of guards for railways already made or under construction. If China wishes for real independence she must insist on the withdrawal of all foreign troops from her territory, except such as are already allowed by treaty. It is out of the question to suppose that she can remain independent while her railway lines are in the hands of foreign troops. But here also she has a duty, the duty of keeping order and of safeguarding foreign workmen, foreign investments, and foreign property. She cannot shirk this duty, and she must not let it remain in doubt. Categorically these questions will be put to her. Can you protect our people and our property? If you can, will you?

Whether China can or cannot reply truthfully in the affirmative to these questions is one of the most momentous of queries for her just now. If she can, well and good. If she cannot, then may she write over the ta men of every yankee in the land, "Ichabod, the glory is departed." We hope to see China independent, we hope that the scales of prejudice, of conceit, and of ignorance, have fallen from her eyes, and that she will yet set about holding her own by methods honourable to herself and satisfactory to her friends.

THE SHANGHAI GARRISON.

THE JAPANESE TROOPS RELIEVED.

The N. Y. K. S. *Sakura Maru* arrived at Shanghai on 26th ulto, with a detachment of Japanese troops, numbering about 360, from the North. These troops are to relieve the Marines which have been stationed on Yangtzeopoo Road for some months. The troops commenced to disembark about one o'clock, and in the meantime the Marines had arrived and were formed up in double line. M. Odagiri, Japanese Consul-General, was present to receive the officers of the newly-arrived detachment and to bid farewell to those of the departing troops. After disembarking, the Regulars also formed up in double line and saluted, after which both detachments formed fours, the Marines embarking on the transport and the Regulars marching down to the barracks in Yangtzeopoo Road. Major Imai, who reached Shanghai on Wednesday by the N.Y.K.S. *Hakuri Maru*, is in command of the new detachment.

A PLUCKY YOUNGSTER.

HUMANE SOCIETY'S MEDAL PRESENTED.

Last June a party of small children were playing at ball in Chefoo Bay, when Seymour Wilkinson, the son of an English missionary who died a few months ago, got out of his depth in running after the ball. He sank twice, and was in danger of losing his life when Herbert Cranston, fifteen years of age, who was assisting to beach a boat at the time, swam out to his assistance. The boy was unconscious when Cranston reached him, and only his back was visible above the water. After a great deal of exertion Cranston managed to bring him to a position of safety, from where some boys and a missionary who was on the beach brought them both to shore. In a day or two Wilkinson, who had experienced such a narrow escape from drowning, was restored to his former health. When the gallant act was brought to the notice of the Royal Humane Society in London they resolved to grant the bronze medal for the saving of life to young Cranston, and this medal was awarded to him yesterday afternoon at the China Inland Mission Rooms. The Rev. J. W. Stevenson occupied the chair, and there was quite a large attendance of the public, who were cognisant of what would take place. In the course of a few remarks, Captain Starke, of H.M.S. *Arthusa*, said how pleased and proud he was to be there that afternoon to give the medal away. It was the finest thing in the world to save life, not only physical life but spiritual life, and in this world where there were such terrible temptations to face we all had an opportunity to do this. After Captain Starke had presented the medal to Mr. Cranston, the Doxology was sung, and the function ended.—*N. C. Daily News*.

In spite of all the punishment inflicted—and it is impossible to furnish an adequate description of it—the brute remained remarkably quiet, but absolutely refused to go on board. Both its hind and fore feet had been chained, but on approaching the vessel it was, of course, necessary to remove the chains. Again and again, the animal refused to go on board, and always managed, despite the strenuous efforts of the keepers, to make its way back to the roadway.

A large body of police in the meantime had arrived from Nagasaki, and their efforts were confined to clearing the neighbourhood of the large and increasing crowd. Many suggestions were offered by foreigners as to the proper handling of the elephant, but were not heeded, and the disgusting exhibition of brutality proceeded. To the disgrace of the police, no recompence was made by them, and it is safe to assert that in no other country could such gross brutality have been witnessed or allowed. The private residences of the Tankosha officials were at one time in danger, for the brute in order to escape punishment placed its enormous head against the building enclosing the building and tore the wood away as if it had been matchwood. The animal was fortunately prevented from entering the grounds. Two hours had been spent by the Japanese in their futile work and finally, acting on the suggestion of a foreigner, a strong rope was brought and fastened to the poor brute, who was eventually hauled to the wall. Several of the keepers had very narrow escapes of losing their lives by being crushed against the wall.

RAUB.

The Acting Manager's Report to 17th September 1901.—
Bukit Jali Mine.—The 150 ft. south-level is now 250 ft. from the crosscut. The reef has widened to 6 ft., and there is a little improvement in the quality.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
AMOY and MONTA	"SUNGKIANG"	4th instant
NINGPO and SHANGHAI	"WOOSONG"	4th instant
ILOILO and C. BU	"KAIFONG"	8th instant
MANILA	"CHINGTU"	12th instant
POR DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	12th instant

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS	DUE.
GLASGOW and LIVERPOOL	"NESTOR"	6th October
"	"LAZETTE"	10th "
"	"DARDANUS"	15th "
"	"MACHAON"	23rd "
"	"PROMETHEUS"	28th "
"	"ACHILLES"	6th November

HOMEWARDS.

FOR LONDON	DUE.
"PYRRHUS"	15th Oct., 1901.
"CALCHAS"	29th "
"NESTOR"	12th Nov. "
"MACHAON"	26th "
FOR LIVERPOOL (DIRECT), (Taking cargo at LONDON RATES)	15th Oct., 1901.
"ULYSSES"	15th Nov. "
"DARDANUS"	15th Nov. "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"HAICHING," Captain Davis, will be despatched for the above Port, TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 2nd October, 1901. [107c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW & AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched as above on SUNDAY, the 6th October.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th September, 1901. [226c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW via SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Aisumi, will be despatched for the above Port, on WEDNESDAY, the 9th October, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th September, 1901. [321c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO; ADEN, SUEZ, PORT SAID, FUIME AND TRIESTE.

(Taking cargo through Routes to the BRAZILS, to SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE," Captain A. Mitis, will be despatched as above on THURSDAY, the 17th October.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 28th September, 1901. [26c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON TOPEKA & SANTA FE RAIL-ROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI INLAND SEA OF JAPAN AND HONOLULU.

Taking cargo and passengers to JAPAN PORTS and HONOLULU, the UNITED STATES, &c.

Strathyle..... about Oct. 20

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China, and Japan

30th September, 1901. [107c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK via SUEZ CANAL. THE Steamship

"ADANA," Captain A. Smith, will be despatched for the above Port on the 10th November.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [107c]

Shipping.

STEAMERS.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.

THE Company's Steamship

"LONGSHIPS."

Captain Moore, will be despatched as above on or about the 15th October.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 10th September, 1901. [100c]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"ASAMA."

Captain F. E. Benten, will be despatched for the above Port, on the 15th December, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [105c]

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. American ship

"MANUEL LLAGUNO."

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th July, 1901. [77c]

TALE OF THE SEA.

MASTER KILLS THE MATE.

At the date of last advices from Perth (Western Australia), the United States Consul there had just been inquiring into a singular case of killing at sea on board the American ship James Drummond bound from British Columbia to Fremantle.

Shortly before leaving port, Captain Nason, the master, shipped as mate a man named Burns, an Irishman, married, and about 38 years of age. From the very first it is alleged that Burns was a source of considerable annoyance. He threatened even to kill the captain, and all on board before the vessel reached Fremantle. The master had occasion in several instances to find fault with Burns, and hot words at times passed between the two. The position gradually became worse, and on the afternoon of June 15th reached a crisis.

All hands were at supper at the time of the occurrence, Captain Nason, his wife, and child being in the forward cabin. The mate rushed into the cabin with a revolver, and threatened to shoot the master. Captain Nason at once sprang up and sprang his revolver. Seeing that his life was in jeopardy, he fired at the mate and mortally wounded him. The mate was buried at sea on the following day. The ship was then 52 days out, and was in the South Pacific Ocean in about lat. 28° South.

COAL CINDERS AS A MATERIAL FOR ROAD-MAKING.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:—

From London, &c., & S. S. Arcadia.

From Persian Gulf, & I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. to-day.

Goods not cleared by the 3rd October, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

The second condition is fulfilled in an ideal manner by the cinder and oil road, while if the thickness of the top layer be carefully calculated to suit the pressure of the loads passing over it, the first condition will be found to be efficiently provided for.

Not only do we get a durable road, cheap as regards first cost and in subsequent repairs, but also of good appearance and of such a colour as affords great relief to the eyes of the users of it. This point is particularly desirable in a tropical place like Penang, where the glare of the sunlight from the surface of the usual white granite roads is, at times, very trying.

The Municipality of Penang, last week, laid down at two or three points in Northam Road (one of our busiest thoroughfares, even between 4 and 7 p.m.) trial sections of cinders and oil, and it will be no doubt of great interest, not only to the originators of the idea but also to the general public, to see how the experiment turns out.

Exception, may, however, be justly taken to the method adopted of depositing the materials. It seems to us that it would be much better to spread the cinders out in a thin layer than to simply dump them down in heaps, and leave it to the action of the vehicular traffic to spread it. The result is apt to be breaky and productive of unsatisfactory results, calculated to prejudice the system in the mind of the public.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd October, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. to-day.

JARDINE, MATHESON & Co., Agents.

Hongkong, 26th September, 1901. [106c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

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Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. to-day.

NOT ANDA

CALENDAR

OCTOBER

Meteorological means based on fifteen years' observations at 1898.

Barometer	29.982
Thermometer	76.2
Humidity	71.
Rainfall	5.794

TO-DAY

WEATHER REPORT

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.96	29.85
Temperature	81	81
Humidity	68	67
Rainfall	—	—

TO-DAY

Wednesday, 2nd October, 1901.

Chinese—20th of 8th moon of 27th year of Kuang-su.

Sun—Rises 5hr. 54min.

Sets 5hr. 56min.

High water—Afternoon 10min.

Morning 25min.

Low water—Morning 5hr. 37min.

Afternoon 4hr. 50min.

ANNIVERSARIES

1867—Great landslide in Tai-pu-shan.

1875—Death at Hongkong, of Mr. D. R. Caldwell, formerly Registrar-General.

1884—Tsimshui bombarded by French.

1895—Powers accept invitation from Italy to attend Congress to deliberate against Anarchism. Great fire at Hankow, a quarter of the city destroyed.

TO-MORROW

Thursday, 3rd October, 1901.

Chinese—21st of 8th moon of 27th year of Kuang-su.

Sun—Rises 5hr. 55min.

Sets 5hr. 56min.

Moon—Max. Declination N. 5hr. am.

High water—Morning 9hr. 0min.

Afternoon 3hr. 50min.

Low water—Morning 6hr. 35min.

Afternoon 5hr. 37min.

ANNIVERSARIES

1691—Treaty of Limerick.

1849—H.M.S.'s *Melita*, *Fury* and *Columbine* destroyed the piratical fleet at Chui Apou.

1860—Peace between Austria and Italy.

1882—Treaty between Brazil and China signed at Tientsin.

1884—Riots at Hongkong.

1891—Fatal collision on the Yangtze between British steamer *Tienshing* and Chinese gunboat.

1893—Franco-Siamese treaty signed at Bangkok.

1897—Wreck of the s.s. *Namoa* in Hainan Straits; 11 lives lost.

AGENDA

TO-MORROW

N. D. L. Co.'s steamer *Preussen* leaves for Europe.Cargo ex *Bengal* subject to rent.Cargo ex *Tienkai* subject to rent.Cargo ex *Gaelic* subject to rent.

FRIDAY, 4th.

C. N. Co.'s steamer *Woo-sung* leaves for Shanghai.P. & O. Co.'s steamer *Socotra* leaves for Yokohama.Daylight—N. Y. K. steamer *Sanuki Maru* leaves for Europe.

SATURDAY, 5th.

H. A. L. Co.'s steamer *Arabia* leaves for Europe.P. M. S. S. Co.'s steamer *Algoa* leaves for San Francisco.

SUNDAY, 6th.

11 a.m.—Cricket Match, on the Cricket Ground.

Non—P. & O. Co.'s steamer *Fornosa* leaves for London.

MONDAY, 7th.

P. & O. Co.'s steamer *Tientsin* leaves for Singapore and Bombay.1 p.m.—M. Co.'s steamer *Natal* leaves for Marseilles via Bombay.

SHIPPING GAZETTE

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

August 30th.

Captain W. Passmore has taken over the command of the *Hainan*.Mr. Walters has joined the *Hainan* as 3rd engineer.

September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are:—chief officer W. Schaefer, and E. Lehmann, chief engineer M. Biese, and C. Petersen, and H. Brandt, assistant engineer, H. Dittman.

September 20th.

Mr. D. Bowie is acting and officer of the *Hainan* vice Mr. Short on leave.

Mr. Attwood has joined the same ship as 3rd officer.

September 23rd.

The officers of the *Diamante* (Capt. Ratnaboy) are:—chief officer A. J. Motley, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, 2nd J. Potts, 3rd D. Wilson, doctor S. Castro.

SHIPPING AND MAIL NEWS.

MAILS DUE

French (*Sulazie*) 7th instant.American (*China*) 10th instant.American (*Doric*) 18th instant.American (*Nippon Maru*) 25th instant.The M. M. Co.'s steamer *Sulazie* with the next French Mail, will leave Saigon to-morrow at 4 p.m., for this port.

HONGKONG AND WHAMPOA DOCK RETURNS.

The P. M. S. S. Co.'s steamer *Algoa* will be despatched for San Francisco *via* Moji, Kobe, and Yokohama, on Saturday the 5th inst., at noon.

HONGKONG AND WHAMPOA DOCK RETURNS.

George's *Valentine* ... at Kowloon Dock.

Zafiro

Montevideo

Cebu

Kong Beug

Algoa

Eleano

Canton River

Munchen

Cosmopolitan

Lomprang

Aberdeen

Victoria

PASSED THE CANAL.

Outward—10th September—Benlonond, Adana, Sevastopol, Cholm, Pemrokskshire, 13th September—Armand Belit, Shizano, Maru, Neter, Neckar, 17th September—Gleniside, Elterdale, Ferrier, Mercur, 20th September—Ferriera, Marburg, Japan, Rhine, Han-yang, 24th September—Queen Christina, Erzherzog, Franz Ferdinand, Klauschou, 27th September—Annam, Hichti, Maru, Muchuan, Merionethshire, Argyll, Sophie Rickmers.

Homeward—17th September—Malacca, Acilla, 20th September—Oceanian, Hudson, Petrus, 24th September—Kawachi Maru, 27th September—Arara, Patroclus.

Arrivals at Home—20th September—Louther Castle, Duvelock, 24th September—Neckar, Konig Albert, 27th September—Oceanian.

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H.

Johnsen, Mr. and Mrs. Joseph, Mr. and Mrs. E. S.

Andrews, Mr. D. A.

Angus, Mrs.

Arnold, Mr. H.

Bailey, Mr. W. S.

Barlow, Mr. B. J.

Barlow, Mr.

Beckdale, Mr. F.

Bell, Mr. J. T.

Beringer, Dr.

Black, Mr. J.

Bonner, Mr. A.

Brown, R. E., Major W.

Cameron, Mr. D. H.

Carre, Mr. R.

Coddling, Mr. E. H.

Colombo, Mr. G.

Colson, Mr. J. S.

Denechou, Mr. P. C.

Devilliers, Mr. D. M.

Discombe, Mr. G. M.

Dorell, R. A., Major

Dunford, Capt. & Mrs.

and child

Dyson, Major P. S.

Edwards, Mr. F. W.

Fernald, Mr. and Mrs.

Fitzgerald, Mr. C.

Forrest, Mr. Andrew

Gibson, Mr. Kennedy

Gracewood, Mr. G.

Grant, Mr. John

Guignard, Mr. E.

Hamilton, Mrs.

Handson, Mr. B. E.

Hawkins, Mr. J. A.

Heckford, Mr. R. G.

Hinton, Miss May

Hobart, Capt.

Hughes, Mr. W. K.

Innes, Capt.

Irving, Mr. E. A.

Jewett, Mrs.

Kelvin, Mr. and Mrs.

Lamb, Mr. H. N.

Lee, Mr. J. E.

Martin, Mr. R.

May, Mr. A. J.

McDermott, Mr. A. F.

Miller, Mr. and Mrs.

Brusse, Mr. G.

Carrington, Sir John

Carrington, Miss

Collard, Col. A. W.

Crockenden, Col.

Dann, Mr. George H.

Davies, Mr. W.

Debrick, Mr. and Mrs.

and children

Dixon, Mr. W. B.

Dixon, Mr. F. H.

Drion, Mr. F.

Ezekiel, Mr. J. S.

